

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2006

Item Number 2c

Resolution Nos. 3750 and Revised, 3751, Revised

Subject: Allocation of Transportation Development Act (TDA), State Transit Assistance (STA) and AB 1107 funding to support transit operations and capital projects and to add findings pertaining to the Unmet Transit Needs Process.

Background: 1) **Allocation Requests**

Golden Gate is requesting an additional allocation of \$1.5 million in FY 2006-07 STA funds for their FY 2006-07 operating budget. These funds will replace Golden Gate Bridge toll contributions to the FY 2006-07 budget. These STA funds were part of the substantial increase in STA funds made available through the state budget.

SamTrans is requesting allocation of TDA and STA funds to partially fund their FY 2006-07 operating budget. SamTrans' FY 2006-07 operating budget of \$126.6 million is 4% greater than their FY 2005-06 budget. Included in this budget is SamTrans' contribution to Caltrain of \$15.6 million, which is a 3% increase over FY 2005-06. SamTrans is also budgeting its subsidy of BART Service at \$5 million, down from last year's \$10 million. Negotiations with BART are still pending.

SamTrans is requesting allocation of FY 2006-07 funds as summarized below:

Project Description	Res. No. 3750 (TDA)	Res. No. 3751 (STA)	via Delegated Authority	Total
SamTrans Operations	34,913,840	7,907,268	1,308,956	44,130,064
Caltrain Operations		3,286,204		3,286,204
Caltrain Capital		2,866,000		2,866,000
Total	34,913,840	14,059,472	1,308,956	50,282,268

2) **Unmet Transit Needs Finding**

Pursuant to state law, TDA Article 8 funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is determined that all unmet transit needs that are reasonable to meet within the jurisdiction of the TDA claimant have been met. MTC is responsible for making this determination in the Bay Area region.

There are four counties in the Bay Area which are subject to the unmet transit needs provisions of the Transportation Development Act: Marin, Napa, Sonoma and Solano. None of the jurisdictions in Marin, Sonoma, and Napa counties claim TDA funds for streets and roads purposes—all of these counties' funds are being used to support transit and paratransit services. Solano, therefore, is

the only remaining county in the Bay Area subject to the annual unmet transit needs process.

In accordance with MTC policy, the FY 2006-07 Unmet Transit Needs public participation process was conducted on December 5, 2006 in Solano County. MTC staff reviewed all the issues raised at the hearing with the Solano Transportation Authority (STA). STA in coordination with the Solano County transit operators provided detailed responses to these issues. Based on the responses, MTC staff recommends that the Commission find that there are no unmet transit needs sufficiently substantial to require the preparation of an Unmet Transit Needs Plan. As a result, staff recommends that the Commission concur with the finding for FY 2006-07 that there are no unmet transit needs that are reasonable to meet in Solano County.

This finding will permit two Solano County claimants (Vacaville and Solano Co) to claim TDA Article 8 funding in FY 2006-07 for streets and roads purposes. The issues and responses are discussed in Attachment A to this memorandum.

Issues:	None
Recommendation:	Refer MTC Resolution Nos. 3750, Revised and 3751, Revised to the Commission for approval.
Attachments:	MTC Resolution Nos. 3750, Revised and 3751, Revised

**Issues raised at the December 5, 2006, Unmet Transit Needs Hearing or by Written Comment Received by MTC
for FY 2006-07 TDA Funding**

Unmet Transit Needs Issues		Transit Operator	Spends 100% of TDA on Transit	Type of Resolution¹	Response
1	Requests for modifications to current Vallejo Transit Route 90 bus service: a. Provide direct service from Fairfield/Suisun City to BART on weekends/holidays. Currently a transfer is required from Vallejo Transit Route 85 to Route 80. Transfer times can last as long as 90 minutes, adding significantly to the overall trip time, because the direct service Route 90 does not operate on weekends. b. Streamline commute service on Vallejo Transit Route 90, skipping Vallejo bus stops; as "parallel" service serving Vallejo is already available on Lines 80 and 85.	Vallejo Vallejo	Yes Yes	2 2	a. Vallejo Transit uses 100% of its TDA funds for transit operating and any new service would need to be more productive than existing service it would replace. Funding has been allocated to conduct a countywide transit ridership survey in the Fall of 2006. This will include Rt. 90. Service productivity will be reviewed along with system network connections for weekdays and weekends. This data will be key to determine how transit funding and resources will be allocated to maximize transit service within funding available. Service change recommendations are expected to result for FY2007-08. b. Rt. 90 has been evaluated and streamlining the service to bypass the Vallejo stop is being proposed. This and other proposed service change recommendations will be reviewed by the public and public hearings for implementation as soon as Fall 2006.
2	Request to institute holiday service on Thanksgiving, Christmas and New Year's Day on Vallejo Transit.	Vallejo	Yes	2	Vallejo Transit uses 100% of its TDA funds for transit operating and any new service would need to be more productive than existing service it would replace. Vallejo Transit will be evaluating all fixed-route services to ensure the most productive service is delivered to meet the community's needs within the funding available. Based on ridership data from systems that do operate on holidays, holiday service is the least productive.
3	Request to institute Sunday transit service on various Solano transit routes, using current Saturday schedule on Sundays. a. Benicia Transit, including bus service between Vallejo/Benicia and the Pleasant Hill BART Station b. Vallejo Transit	Benicia Vallejo	Yes Yes	3 2	a. Benicia Transit uses all of its TDA funds for transit. Benicia Breeze currently carries 150 passengers on Saturday. This is a only 6% of weekly ridership (475 avg weekday passengers). Based on data from similar operations, Sunday service would be 20% lower than Saturday service. Sunday service is not productive enough to maintain overall farebox recovery ratios. The City provides taxi scrips for seniors age 65 years old or older and persons with disabilities whom can utilize the taxi on Sundays b. Vallejo Transit uses 100% of its TDA funds for transit operating and any new service would need to be more productive than existing service it would replace. Vallejo Transit curently operates several intercity and local routes on Sunday. Their performance will be evaluated as part of Vallejo Transit's comprehensive review of their system later in 2006. Based on the results of this analysis, Sunday service will be modified accordingly.
	c. Vacaville City Coach	Vacaville	No	3	c. Vacaville's 2004-2014 Short Range Transit Plan, which was prepared by a consultant, analyzed a variety of service options including Sunday service. The analysis determined that an additional operating subsidy of approximately \$110,000 would be required to operate Sunday service for 8 hours (similar to existing Saturday service). Sunday ridership projections were half of a normal Saturday (less than 200 passengers/day) with a resulting farebox recovery rate of 4%. Vacaville City Coach's farebox recovery ratio is not high enough to sustain operating new service that would perform so far below the system target of 15%.

**Issues raised at the December 5, 2006, Unmet Transit Needs Hearing or by Written Comment Received by MTC
for FY 2006-07 TDA Funding**

Unmet Transit Needs Issues		Transit Operator	Spends 100% of TDA on Transit	Type of Resolution ¹	Response
	d. Fairfield-Suisun Transit	Fairfield - Suisun	Yes	3	d. Fairfield Suisun Transit uses 100% of its TDA funds for transit operating and any new service would need to be more productive than existing service it would replace. Saturday service only generates 37.3% of the average weekday ridership. Based on ridership of a similar size operator, Sunday ridership is projected to operate 20% lower than Saturday service. FST does not have the capacity in its farebox recovery ratio of 20% to add more service unless it is highly productive and will assist in raising the farebox recovery rate.
4	Requests for modifications to current Vallejo Transit Route 85 bus service:				
	<p>a. Realign Vallejo Transit Line 85 to serve Fairfield Transportation Center, as passengers currently need to back track to Solano Mall in order to catch this bus.</p> <p>b. Express bus service on Vallejo Transit 85 that bypasses Cordelia and Solano College.</p>	Vallejo	Yes	2	a. Vallejo Transit uses 100% of its TDA funds for transit operating and any new service would need to be more productive than existing service it would replace. Later in 2006, Vallejo Transit plans to perform a comprehensive evaluation of their entire fixed-route system. This issue will be incorporated into that analysis.
		Vallejo	Yes	2	b. Vallejo Transit uses 100% of its TDA funds for transit operating and any new service would need more productive than existing service it would replace. Later in 2006, Vallejo Transit plans to perform a comprehensive evaluation of their entire fixed-route system. This issue will be incorporated into that analysis.
5	Request to extend Vallejo Transit Line 91 to Dixon with stops at Market Lane Park & Ride Lot, the police station and the future multimodal Transit Center. Route 91 needs to provide non-stop service from Vacaville to BART, bypassing Fairfield. In Vacaville there needs to be more stops at transit hubs for transfers to local Vacaville buses, the Greyhound depot, the Nut Tree factory stores, and the Davis Street Park & Ride Lot.	Vallejo	Yes	2	Recently collected ridership data for Rt. 91 indicates its current level of service is not productive. Existing multiple parallel service between Vacaville and Fairfield could accommodate this leg of the Rt. 91 route and connect riders to Rt. 90 in Fairfield for the segment to BART in Contra Costa County. Further ridership data will be analyzed to confirm this and service will be adjusted accordingly. As part of the overall Intercity Transit Funding Working Group, an effort has been made to streamline intercity services with fewer stops, schedule the services for smooth transfers, and connect to local services where riders can connect and access multiple local destinations.
6	Request for State Route 12 (SR - 12) service with stop at the Western Railway Museum, with need for service especially on weekends and weekdays in the summer with linkages to the Capitol Corridor and other SR - 12 attractions such as Jelly Belly and the Suisun Waterfront.	Rio Vista	No	1	In January 2006, Rio Vista Transit initiated weekday service between Rio Vista, Suisun Amtrak/Capitol Corridor station and Fairfield. The Suisun Waterfront is walking distance from the train station stop. This route includes a flag stop at the Western Railway Museum. Rio Vista Transit Rt. 50 terminates at the Fairfield Transportation Center where passengers can transfer to local Fairfield Suisun Transit routes that travel to Jelly Belly and other attractions.
7	Request for transit system consolidation in Solano.	STA	n/a	2	The STA Board has directed STA staff to initiate a countywide Transit Consolidation Study. This has been budgeted and is planned to begin the Summer of 2006.
8	Request for better storage solutions for bicycles on intercity Vallejo Transit routes. Apparently bikes are being "stowed" under the buses along with other bicycles on their sides. Respondent prefers the older bike rack installations on the front of the bus. Alternatively, he would like seats to be removed to accommodate bicycle storage, as buses are never at capacity. Lastly, the bicycle storage area on the Vallejo Transit ferry is not protected from bay salt water spray.	Vallejo	Yes	4	* Vallejo Transit has a large number of over the road coaches that use the bicycle storage described. These vehicles are rotated among all the freeway based routes. At least one of these routes, Rt. 80, has standing room only loads at peak times. To remove seats to allow bicycles on the vehicle would not be a productive use of these vehicles. *Most bicyclists on the Baylink Ferry who are concerned about sea spray bring bicycle covers to protect their bicycles while on the Baylink Ferry. This is an option available to all bicyclists.

¹ Type of resolution:

1. The issue has been addressed through recent changes in service.

**Issues raised at the December 5, 2006, Unmet Transit Needs Hearing or by Written Comment Received by MTC
for FY 2006-07 TDA Funding**

Unmet Transit Needs Issues	Transit Operator	Spends 100% of TDA on Transit	Type of Resolution ¹	Response
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2. The issue will be addressed by changes in service planned to take place between now through the fiscal year 2006-07.

3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

4. The evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

Date: June 28, 2006
Referred by: PAC
Revised: 07/26/06-C
07/26/06-DA
09/27/06-C

ABSTRACT

Resolution No. 3750, Revised

This resolution approves the allocation of fiscal year 2006-07 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution was revised on July 26, 2006 by Commission action to allocate additional funds to claimants in the MTC region and by Delegated Authority to rescind funds.

This resolution was revised on September 27, 2006 to allocate additional funds to claimants in the MTC region and to add findings pertaining to the Unmet Transit Needs process.

Discussion of the allocations made under this resolution are contained in the MTC Operator Summaries and/or Executive Director Memoranda presented to the Programming and Allocations Committee on June 14, 2006, July 12, 2006 and September 13, 2006.

Date: June 28, 2006
 Referred by: PAC
 Revised: 07/26/06-C
 07/26/06-DA
 09/27/06-C

Attachment A
 MTC Resolution No. 3750, Revised
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2006-07

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes
5801 - 99233.7, 99275 Comm Transit Serv- Operations					
AC Transit	Community Transit	3,004,355	01	06/28/06	AC Transit Alameda
SamTrans	Community Transit	1,803,854	22	09/27/06	Sam Trans
	Subtotal	3,004,355			
5802 - 99260A Transit - Operations					
AC Transit	Transit Operations	38,022,606	02	06/28/06	AC Transit Alameda D1
AC Transit	Transit Operations	9,780,793	03	06/28/06	AC Transit Alameda D2
AC Transit	Transit Operations	5,998,440	04	06/28/06	AC Transit Contra Costa
County Connection	Transit Operations	16,352,875	05	06/28/06	CCCTA
Golden Gate	Transit Operations	10,544,577	06	06/28/06	Golden Gate
Golden Gate	Transit Operations	4,446,428	07	06/28/06	Sonoma County
NCTPA	Transit Operations	2,940,212	08	06/28/06	NCTPA
Sonoma County Transit	Transit Operations	6,027,236	09	06/28/06	Sonoma County Transit
Tri Delta Transit	Transit Operations	8,384,958	10	06/28/06	ECCTA
Union City	Transit Operations	1,620,829	11	06/28/06	Union City
WestCAT	Transit Operations	2,304,880	12	06/28/06	WCCTA
LAVTA	Transit Operations	7,287,247	16	07/26/06	LAVTA
Muni	Transit Operations	1,924,546	17	07/26/06	Muni (1)
Muni	Transit Operations	36,537,932	17	07/26/06	Muni
Vallejo	Transit Operations	4,528,525	18	07/26/06	Vallejo (2)
VTa	Transit Operations	71,050,737	19	07/26/06	VTa
VTa	Transit Operations	3,739,512	19	07/26/06	VTa (1)
Golden Gate	Transit Operations	(210,892)	06	07/26/06	Golden Gate
SamTrans	Transit Operations	33,109,986	23	09/27/06	SamTrans
	Subtotal	264,391,427			
5803 - 99260A Transit - Capital					
NCTPA	Vehicle Replacement	2,155,000	13	06/28/06	NCTPA
Petaluma	Vehicle Repl & Misc.	1,346,000	20	07/26/06	Petaluma
	Subtotal	3,501,000			
5807 - 99400C General Public - Operating					
NCTPA	Transit Operations	1,633,298	14	06/28/06	NCTPA
Vacaville	Transit Operations	2,181,443	15	06/28/06	Vacaville
Petaluma	Transit Operations	1,213,608	21	07/26/06	Petaluma
	Subtotal	5,028,349			
		TOTAL	275,925,131		

Footnotes:

- (1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
- (2) Disbursement is limited to one-half of the total allocation (\$2,313,120) pending submittal of the cost-allocation plan.

Date: June 28, 2006
Referred by: PAC
Revised: 9/27/06-C

Attachment B
Resolution No. 3750
Page 1 of 4

ALLOCATION OF FISCAL YEAR 2006-07
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. 1 That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.
5. That for purposes of reviewing each claim for TDA Article 8 streets and roads purposes, MTC has, pursuant to Public Utilities Code § 99401.5(c), adopted a definition of "unmet transit needs" and "unmet transit needs that are reasonable to meet" and procedures and criteria for making findings of unmet transit needs that are reasonable to meet (MTC Resolution No. 2380, Revised); and
6. That the County of Solano, through the countywide coordination activities of the Solano Transportation Authority, in conjunction with the cities within Solano County and the county's Paratransit Coordinating Council, has responded to identified unmet transit needs and developed programs to address those needs, and has made available to MTC,

Solano County's long-term transportation plan and other documentation to provide a basis for revising appropriate portions of MTC's Regional Transportation Plan.

7. That in accordance with Public Utilities Code § 99401.5(d), MTC has determined that there are no unmet transit needs which are reasonable to meet within the jurisdiction of the County of Solano.

Date: June 28, 2006
Referred by: PAC
Revised: 07/26/06-C
09/27/06-C

ABSTRACT

Resolution No. 3751, Revised

This resolution approves the allocation of fiscal year 2006-07 State Transit Assistance funds to claimants in the MTC region.

This resolution was revised on July 26, 2006 to allocate additional funds to claimants in the MTC region.

This resolution was revised on September 27, 2006 to allocate funds to Golden Gate and Samtrans.

Discussion of the allocations made under this resolution are contained in the MTC Operator Summaries and/or Executive Director Memoranda presented to the Programming and Allocations Committee on June 14, 2006, July 12, 2006, and September 13, 2006.

Date: June 28, 2006
 Referred by: PAC
 Revised: 07/26/06-C
 09/27/06-C

Attachment A
 MTC Resolution No. 3751, Revised
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2006-07

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Revenue-based					
AC Transit	Transit Operating	6,991,064	01	06/28/06	AC Transit
AC Transit	Transit Operating	4,595,816	02	06/28/06	BART
Golden Gate	Transit Operating	2,618,777	03	06/28/06	Golden Gate
Tri Delta Transit	Transit Operating	1,871,698	04	06/28/06	BART Contra Costa
WestCAT	Transit Operating	1,625,995	05	06/28/06	BART Contra Costa
BART	Transit Operating	11,181,541	08	07/26/06	BART
Muni	Transit Operating	21,976,161	09	07/26/06	Muni
VTa	Transit Operating	9,430,410	10	07/26/06	VTa
Golden Gate	Transit Operating	1,530,668	03	09/27/06	Golden Gate
SamTrans	Transit Operating	7,907,268	13	09/27/06	SamTrans
SamTrans	Transit Operating	3,286,204	14	09/27/06	PCJPB
	Subtotal	73,015,602			
5821 - 6730B Capital Costs - Revenue-based					
MTC	\$10 million advance principal payment pursuant to \$60 million loan extension and repayment agreement dated June 28, 2006	10,000,000	11	07/26/06	BART
SamTrans	Caltrain capital	2,866,000	15	09/27/06	PCJPB
	Subtotal	12,866,000			
5820 - 6730A Operating Costs - Population-based Small Operator					
County Connection	Transit Operating	1,540,459	06	06/28/06	CCCTA
	Subtotal	1,540,459			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination Program					
MTC	TransLink® Operations	5,000,000	07	06/28/06	Regional Coordination
MTC	Spare-the-Air	5,400,000	12	07/26/06	Regional Coordination
	Subtotal	10,400,000			
	TOTAL	97,822,061			